

BookletChart™

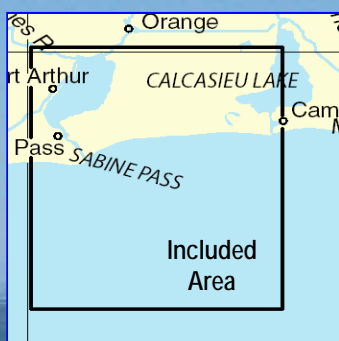
Calcasieu Pass to Sabine Pass

NOAA Chart 11341

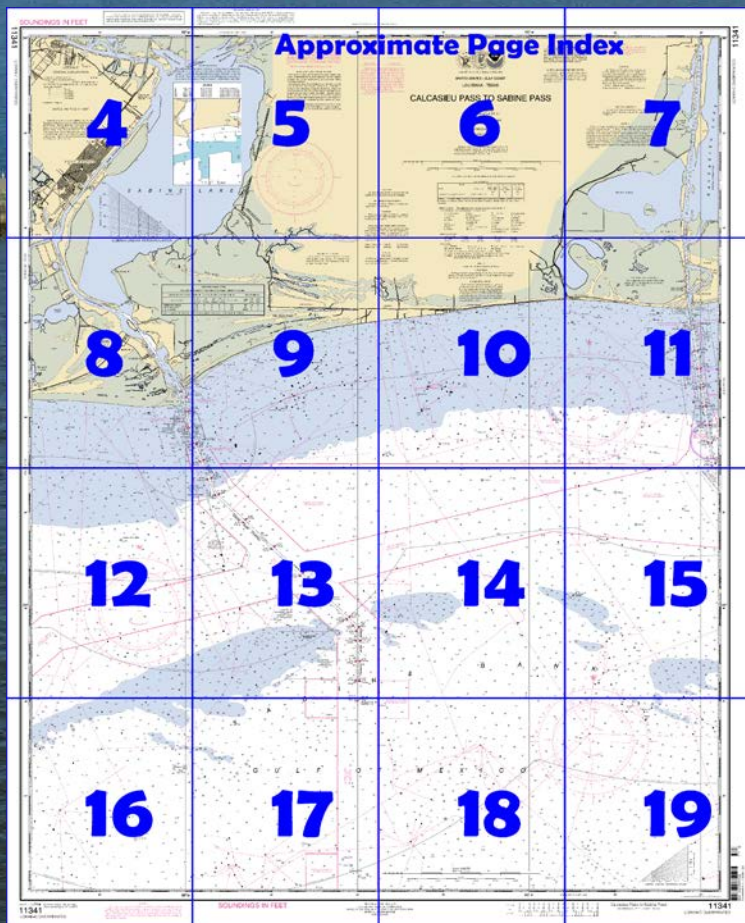


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

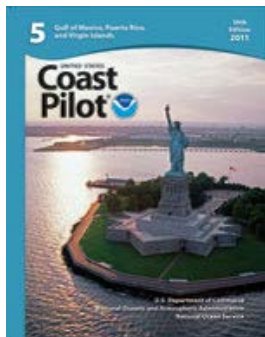
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11341>



[Selected Excerpts from Coast Pilot]

Sabine Pass, 244 miles W of Southwest Pass, Mississippi River, and 50 miles ENE of Galveston Entrance, is the approach from the Gulf to Sabine Lake, Sabine and Neches Rivers, and the cities of Port Arthur, Beaumont, and Orange.

Vessels should approach Sabine Pass through the prescribed Safety Fairway.

Anchorage.—Deep-draft vessels usually anchor in the Sabine Fairway Anchorages outside of the pass entrance. (See 166.100

through 166.200, chapter 2.)

Dangers.—The offshore oil well structures, Sabine Bank, and the spoil and dumping grounds on either side of the entrance channel are the

principal dangers encountered when approaching Sabine Pass. Vessels should not approach the entrance too closely before the pilot boards.

Currents.—The currents off the entrance of Sabine Pass are dependent upon the direction and velocity of the wind. Following continued N to E winds, a SW to W current will be found off the entrance, frequently with a velocity of 1 knot and sometimes as much as 2 knots. Following S and SW winds, the currents will be in the opposite direction, but with less velocity. The tidal current between the jetties at strength averages 1.1 knots on the flood and 1.6 knots on the ebb, but velocities up to 2.5 knots have been observed in Sabine Pass. Tidal current predictions for Sabine Pass may be found in the Tidal Current Tables, Atlantic Coast.

Pilotage, Port Arthur Pilotage, Port Arthur.—Pilotage is compulsory for all foreign vessels and U.S. vessels under register in the foreign trade.

Port Arthur is a **customs port of entry**.

Coast Guard.—A **marine safety unit** is in Port Arthur. (See Appendix A for address.)

Harbor regulations.—The port is under the control of the Port of Port Arthur Navigation District. A Port Commission, under a Port Director, is responsible for the development and operation of the port and establishes regulations.

Calcasieu Pass, the outlet of Calcasieu Lake, is about 98 miles W of Atchafalaya Bay entrance and 78 miles E of Galveston entrance. It is the first and only deep-draft channel W of the Mississippi River and E of Sabine Pass.

Calcasieu Lake, at the head of Calcasieu Pass, 6 miles from the Gulf, is 15 miles long, 3 to 5 miles wide, and 5 to 7 feet deep. The controlling depth off the entrance at the S end was reported to be 6 feet in July 1982. The controlling depth at West Pass, at the N end, was about 3 feet, but the lake bottom is so soft that slightly greater drafts can drag through. A row of piles marks the W side of the channel across the lake. Along the S end of the lake is an old revetment, partly submerged, extending about 1.5 miles E. The shore areas on the S and W sides of the lake are part of the **National Wildlife Refuge**.

Sabine Bank is a succession of detached shoal spots parallel with and distant about 17 miles from the mainland. From the vicinity of Calcasieu Pass, the bank extends about 38 miles W to the vicinity of Sabine Pass and has several passages between the detached shoals. Depths on the shoals range from 16 to 30 feet and are subject to change.

Old Sabine Bank Light (29°28'18"N., 93°43'24"W.), 30 feet above the water, is shown from a red conical tower on a cylindrical pier about midway of the bank. A lighted gong buoy, about 19 miles S of Calcasieu Pass, marks the E end of Sabine Bank.

Sabine Bank Channel leads through Sabine Bank through a passage locally known as **Hole in the Wall**. This is the most used passage and is marked by lighted buoys. Sabine Bank Channel Lighted Whistle Buoy SB (29°25.0'N., 93°40.0'W.), equipped with a racon, marks the entrance channel. In February 1999, an obstruction was reported close SW of Sabine Bank Channel Lighted Buoy 1 in about 29°26'01"N., 93°40'09"W. The depth in the channel may be reduced as much as 3 feet during northers. The E part of the bank has a number of oil well platforms. They are lighted.

To the S of Sabine Bank and about 6 miles inside the 10-fathom curve, the bottom is somewhat irregular and broken, and several spots with depths of 35 feet or less are surrounded by depths 10 to 20 feet greater. There is an unmarked 28-foot shoal about 12 miles SE of Sabine Bank Light. These shoals lie near the track line of vessels making the passage through Hole in the Wall from the SE.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC New Orleans

Commander

8th CG District (504) 589-6225


New Orleans, LA

Table of Selected Chart Notes


CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Pipeline Area



Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

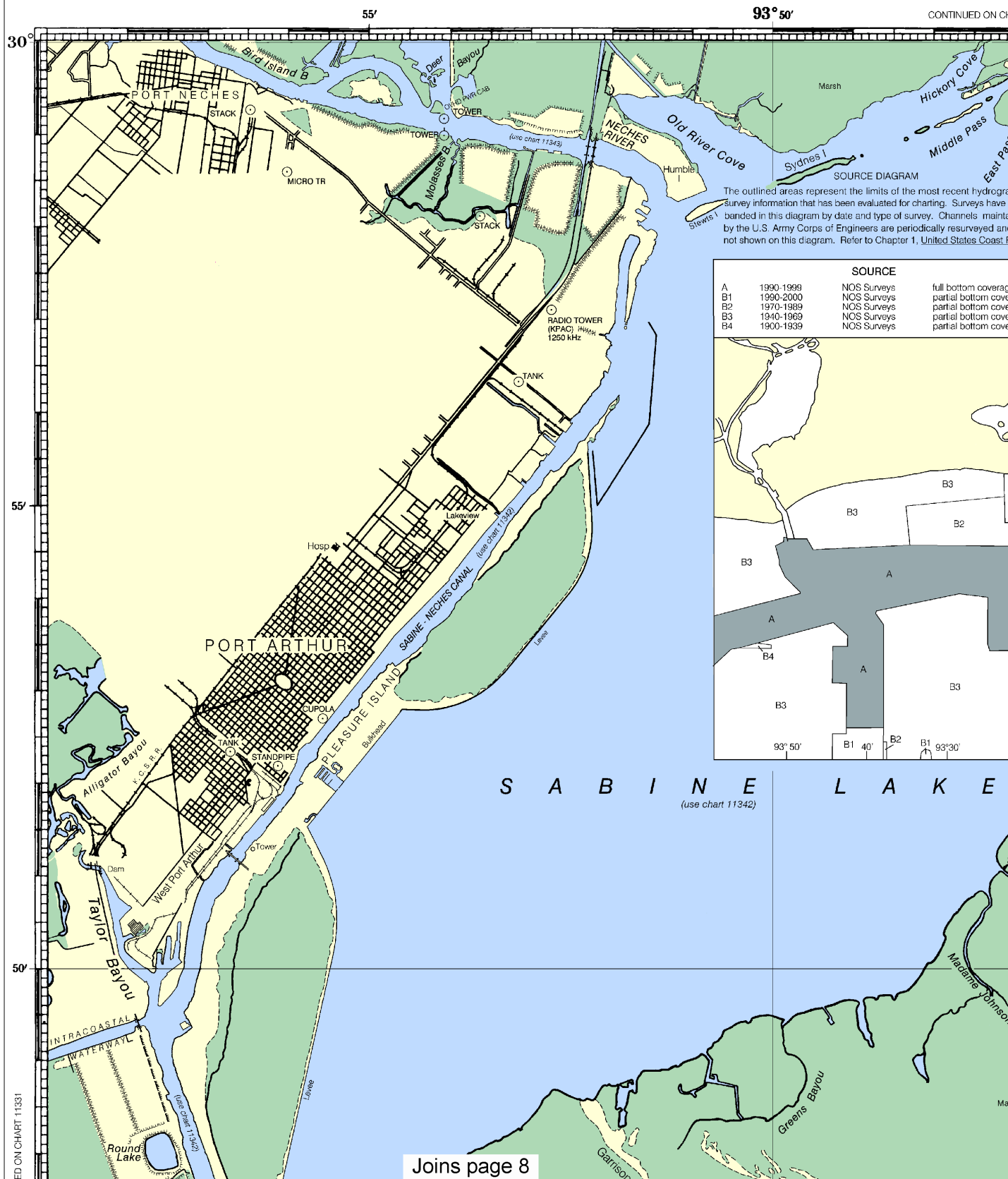
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

SOUNDINGS IN FEET

11341

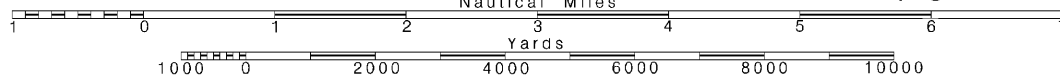


Joins page 8

Printed at reduced scale.

~~SCALE 1:80,000~~
Nautical Miles

See Note on page 5.

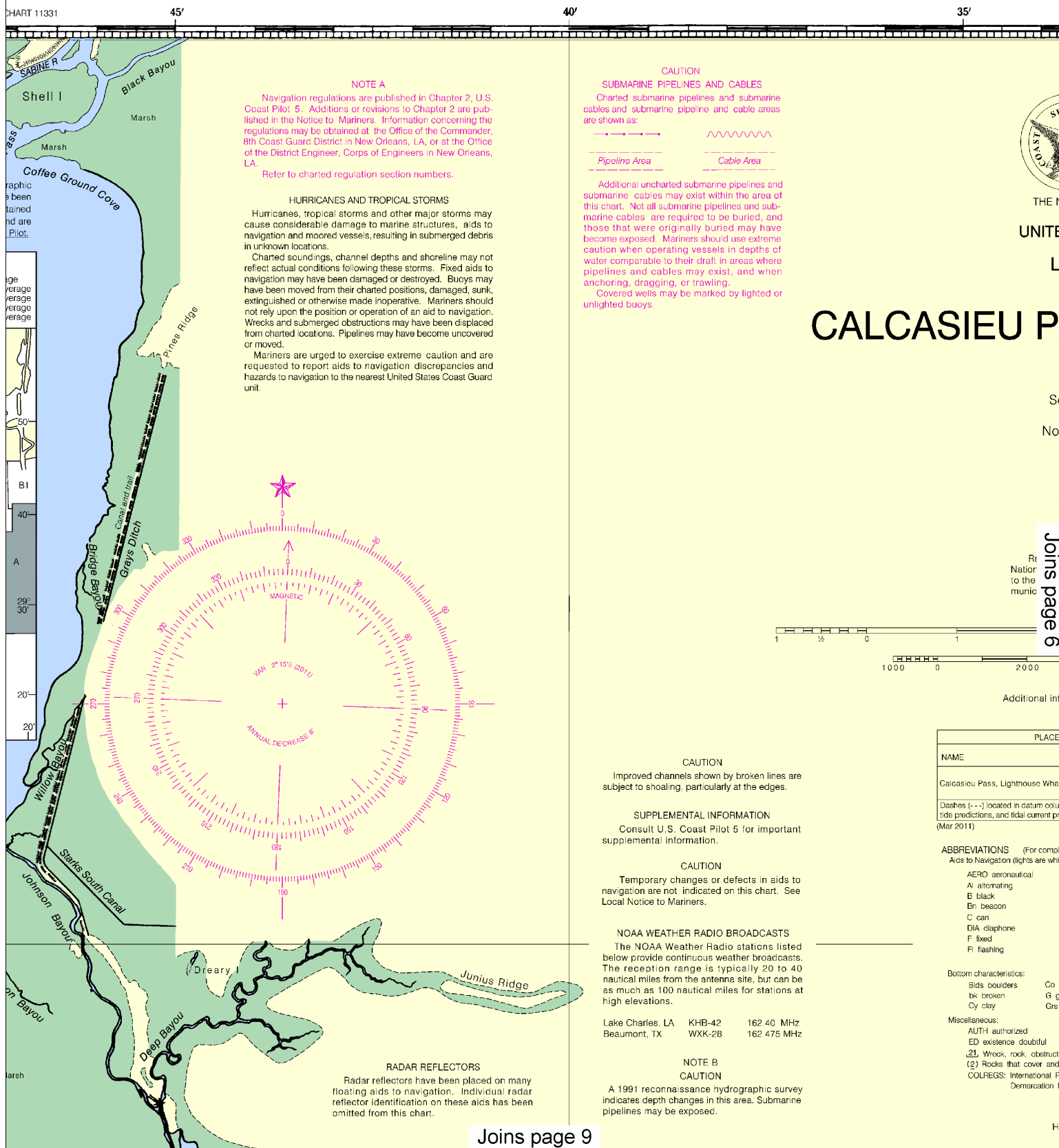


Note: Chart grid lines are aligned with true north.

NT-ON-DEMAND CHARTS

offer this chart updated weekly by NOAA for Notices to Mariners
nted when ordered using Print-on-Demand technology. New
their release as traditional NOAA charts. Ask your chart agent
ct NOAA at <http://ocsddata.nod.noaa.gov/ndrs/inquiry.aspx>, or
://www.oceanrafix.com.

Formerly C&GS 1279, 1st Ed., Feb. 1922 V-1922-219 KAPP 124



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

40'

35'

NOTE A

Navigation regulations are published in Chapter 2, U.S. Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

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HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in known locations.

Red soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, listed or otherwise made inoperative. Mariners should rely upon the position or operation of an aid to navigation, and submerged obstructions may have been displaced to new locations. Pipelines may have become uncovered or buried.

Mariners are urged to exercise extreme caution and are advised to report aids to navigation discrepancies and obstructions to navigation to the nearest United States Coast Guard facility.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

LOUISIANA - TEXAS

CALCASIEU PASS TO SABINE PASS

Mercator Projection
Scale 1:80,000 at Lat 29° 37'

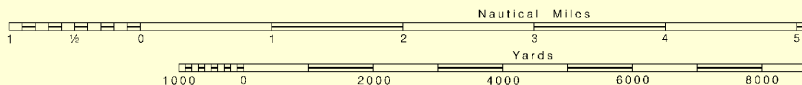
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Calcasieu Pass, Lighthouse Wharf	(29°47'N/093°21'W)	2.0 feet	1.8 feet	0.5 feet

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Mar 2011)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Ai alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute mile
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: ---			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS

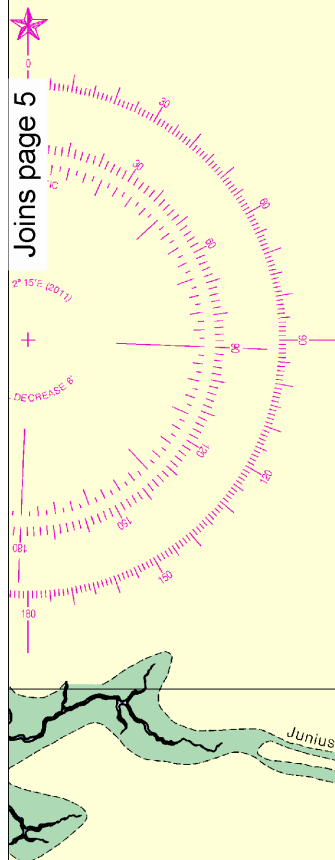
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Lake Charles, LA	KHB-42	162.40 MHz
Beaumont, TX	WXK-28	162.475 MHz

NOTE B

CAUTION

A 1991 reconnaissance hydrographic survey indicates depth changes in this area. Submarine pipelines may be exposed.



RADAR REFLECTORS

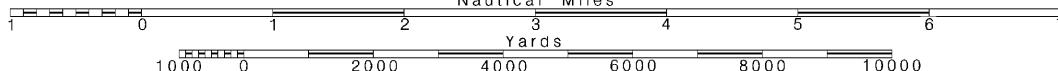
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

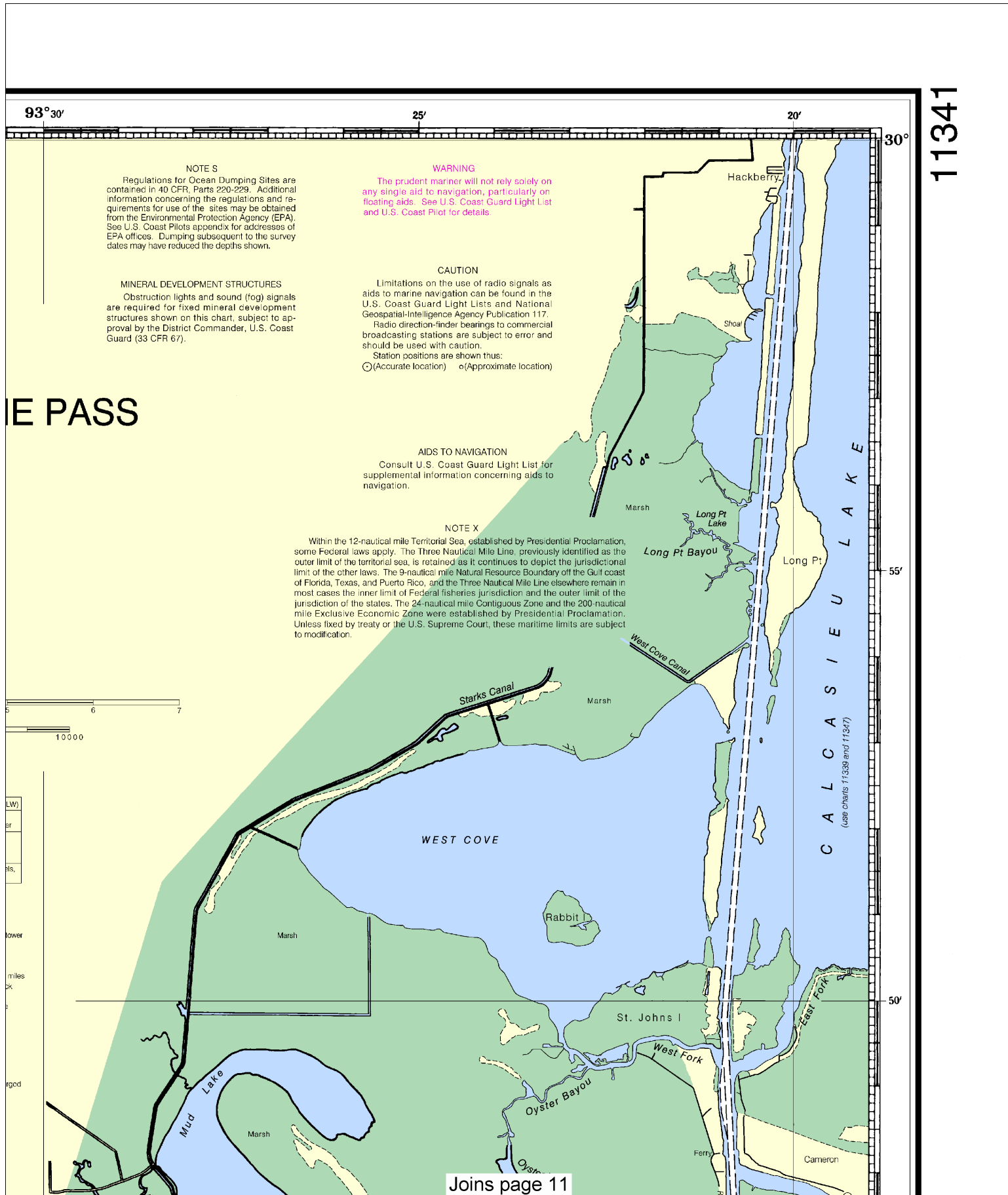
Joins page 10

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

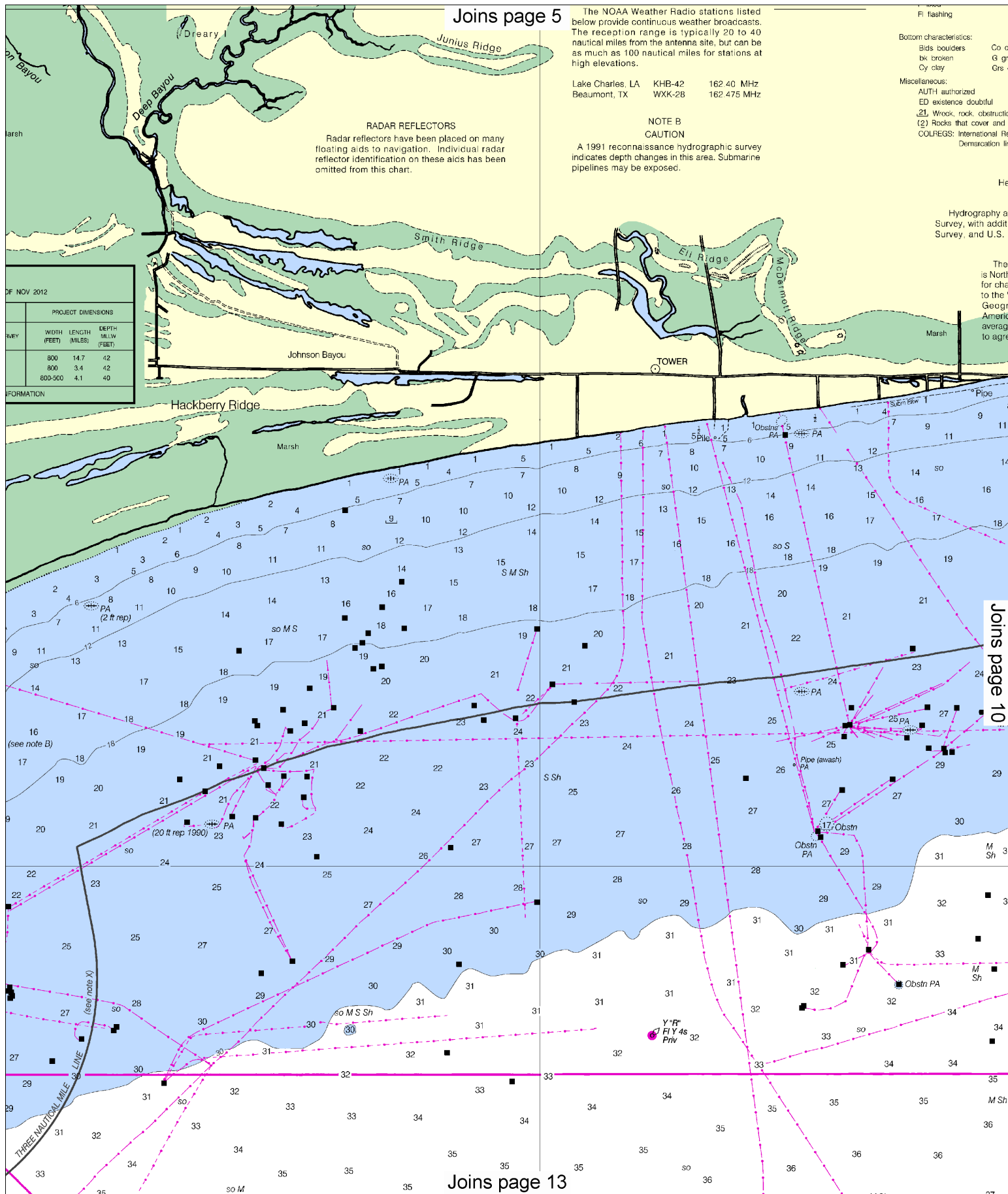
See Note on page 5.





SADINE PASS CHANNEL DEPTHS					
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF					
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY
SADINE BANK CHANNEL	35.1	33.3	38.2	38.0	6-12
OUTER BAR CHANNEL	36.0	35.3	35.7	35.8	5-12
JETTY C-CHANNEL	30.1	30.3	29.9	29.4	

NOTE: CONSULT THE CORPS OF ENGINEERS FOR C-CHANNELS SUBSEQUENT TO THE ABOVE INFO.



Joins page 5

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Lake Charles, LA KHB-42 162.40 MHz
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CAUTION

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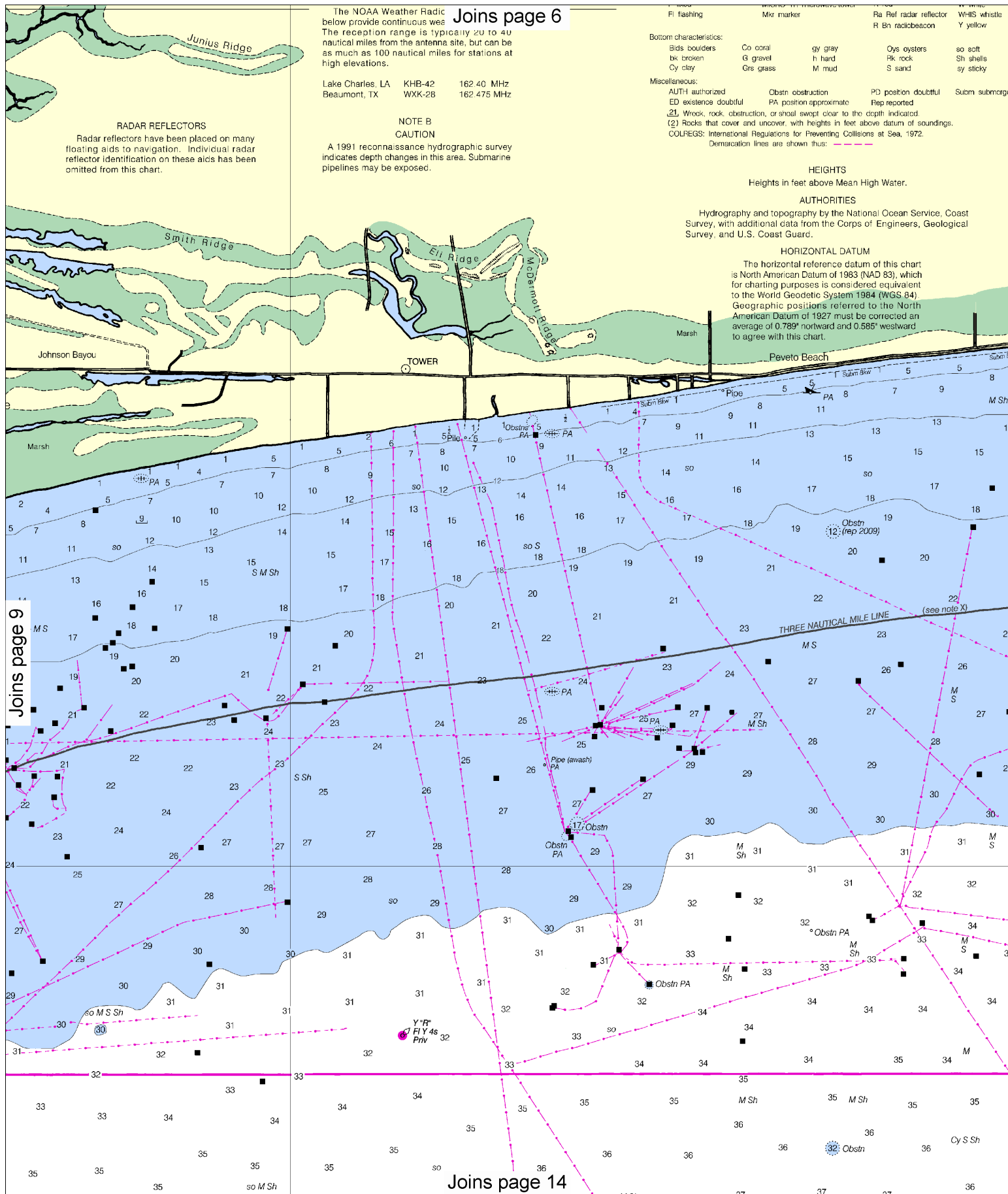
Flashing
Bottom characteristics:
Bld boulders
bk broken
Cy clay
Miscellaneous:
AUTH authorized
ED existence doubtful
(2) Wreck, rock, obstruction
(2) Rocks that cover and
COLREGS: International Regulations for Demarcation Line
Hydrography and
Survey, with additional
Survey, and U.S.

DF NOV 2012

	PROJECT DIMENSIONS		
WVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
	800	14.7	42
	800	3.4	42
	800-500	4.1	40
FORMATION			

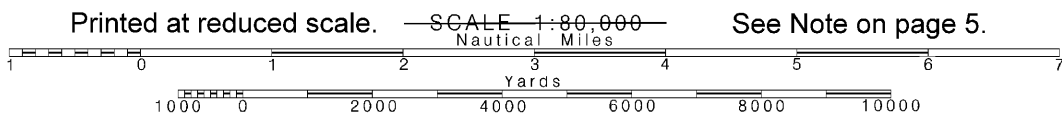
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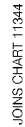
Joins page 13

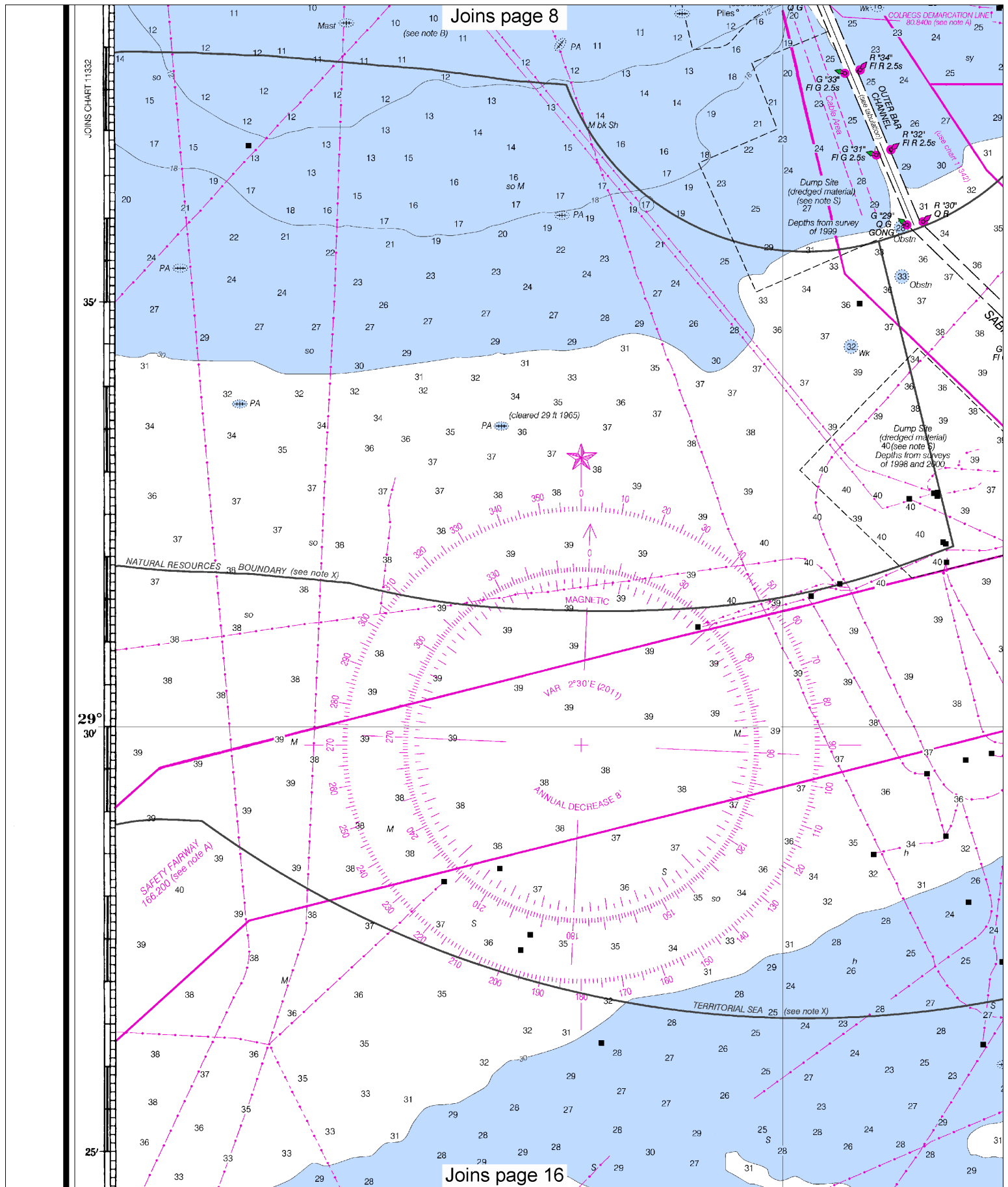


10

Note: Chart grid lines are aligned with true north.





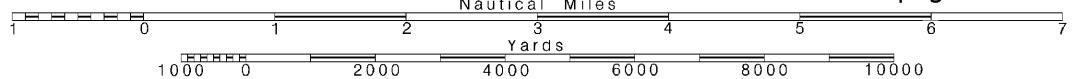


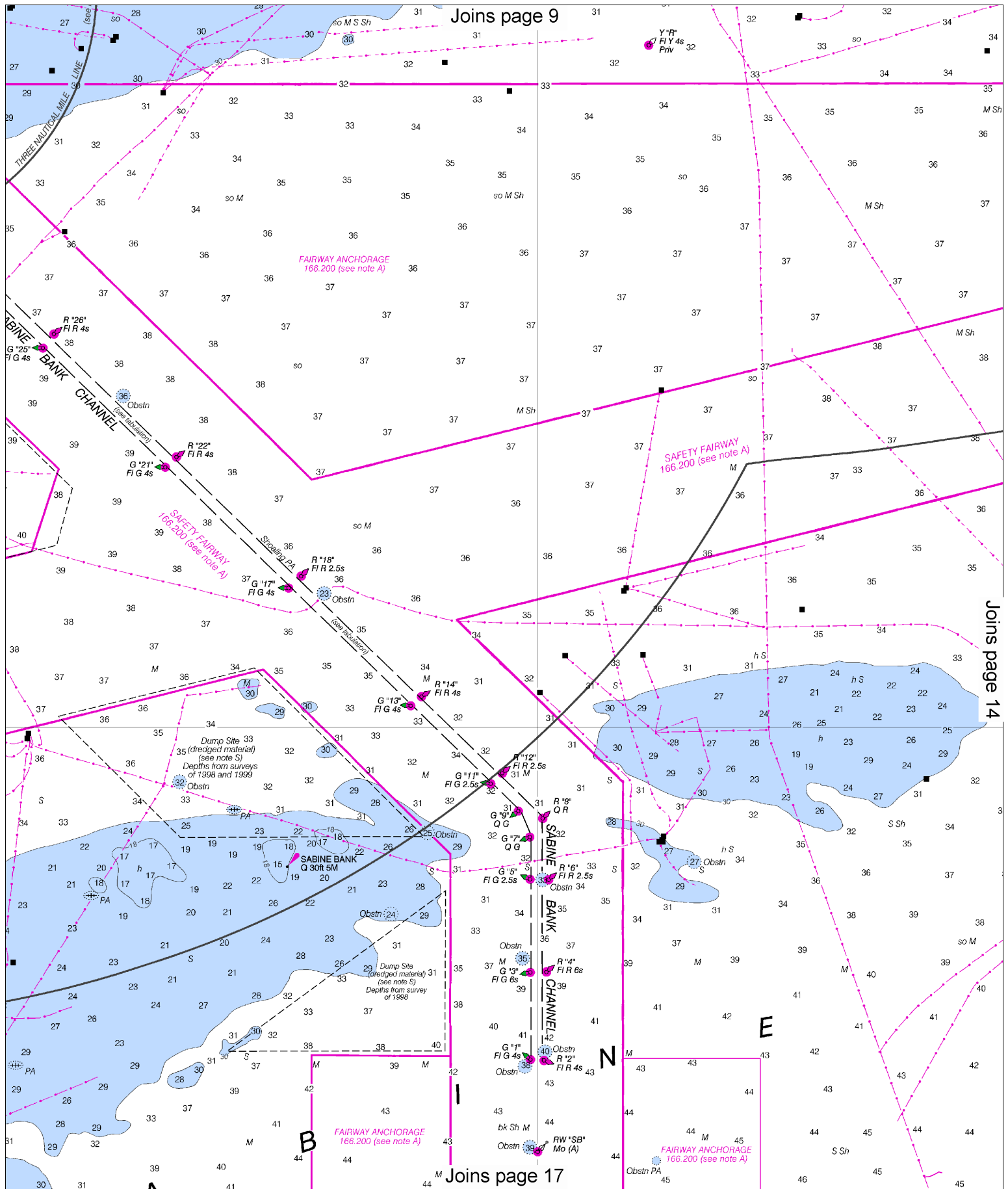
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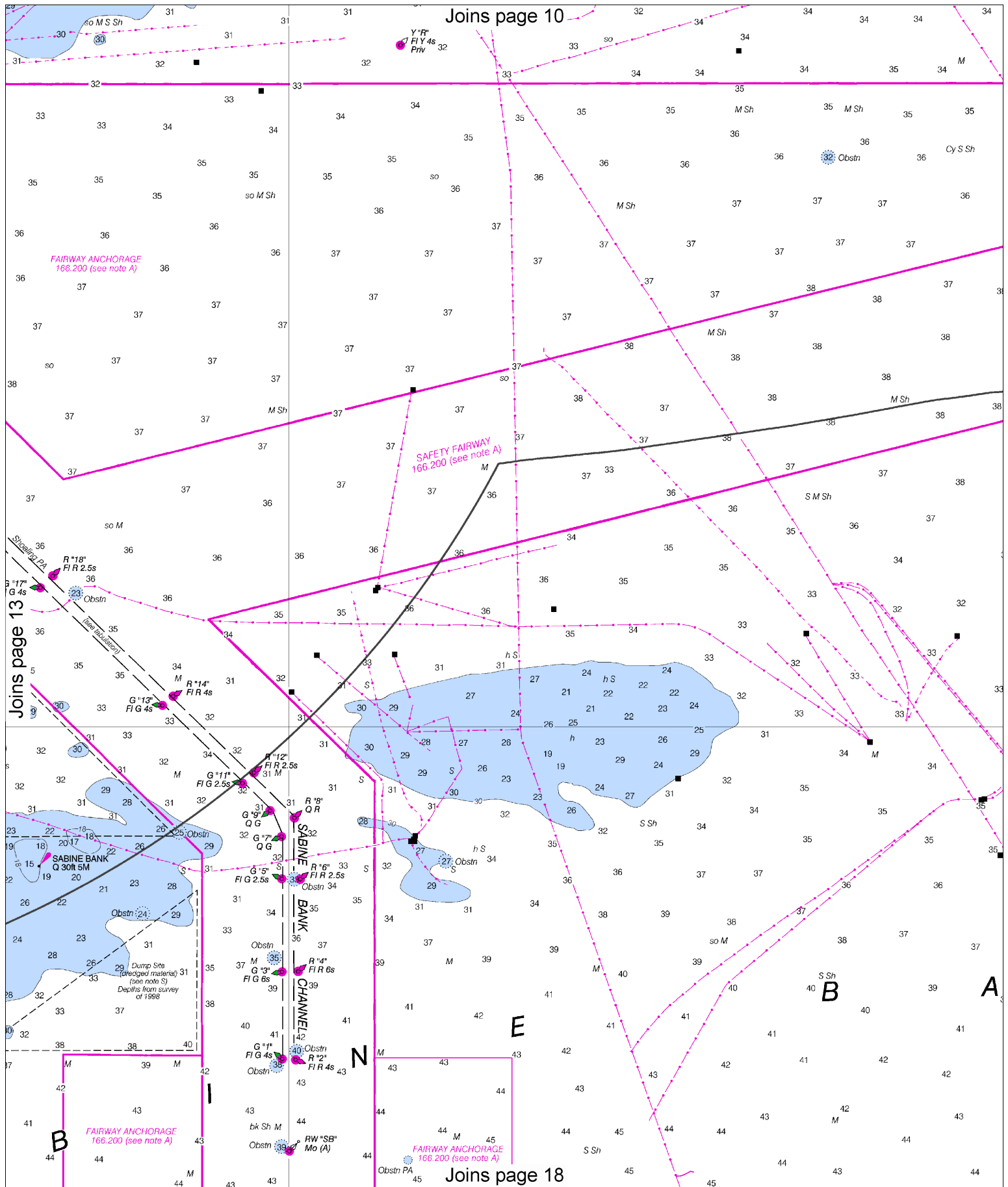
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





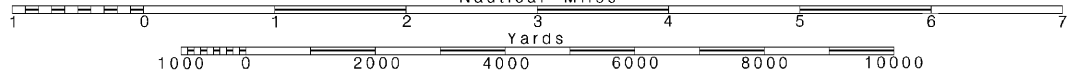


Note: Chart grid lines are aligned with true north.

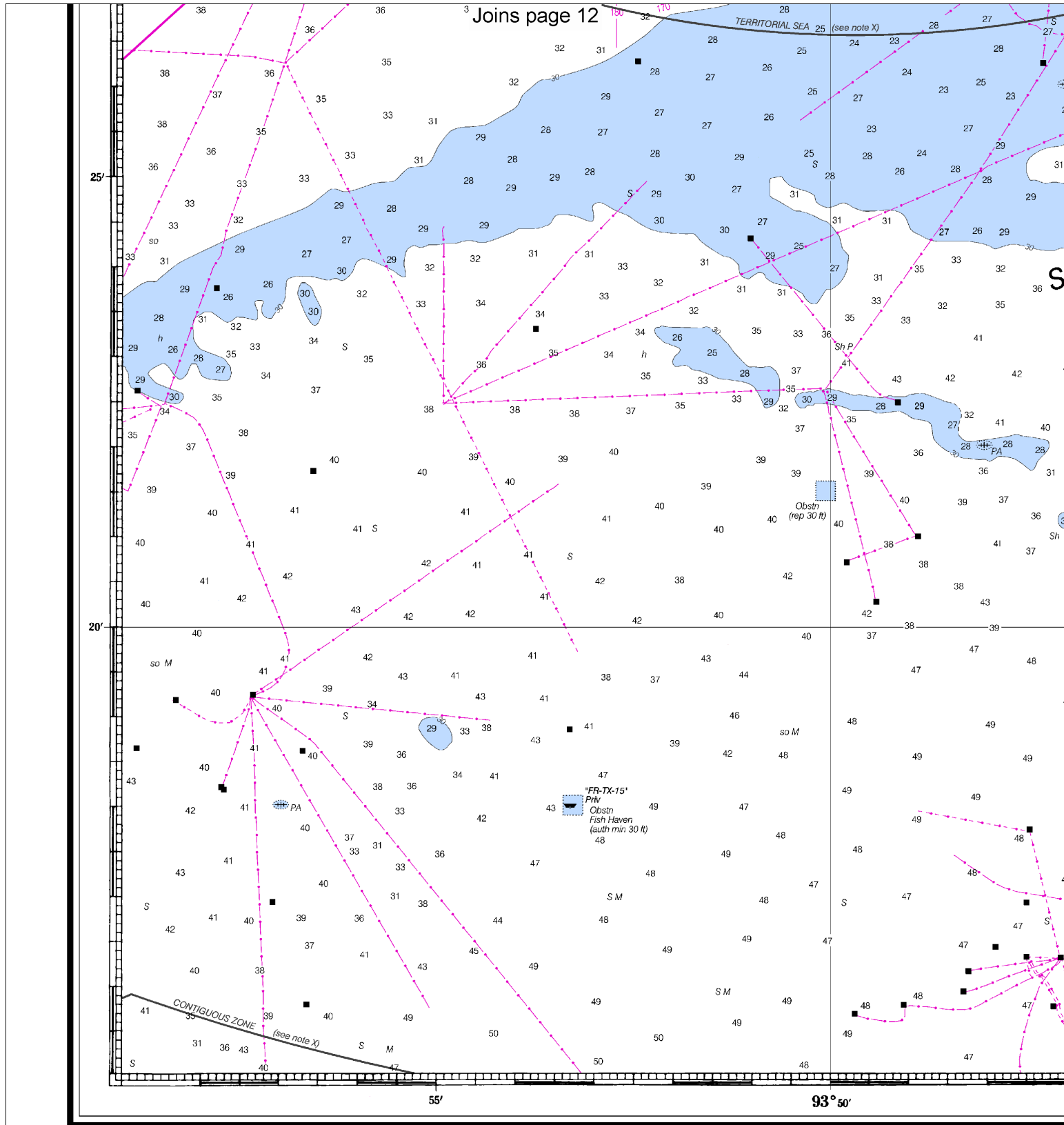
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



[illegible]



43rd Ed., Apr/11 ■ Corrected through NM Apr 02/11
Corrected through LNM Mar 29/11

11341

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUND

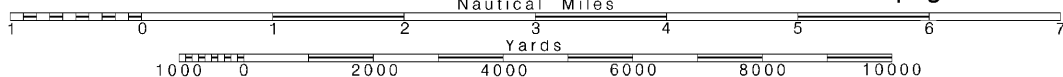
16

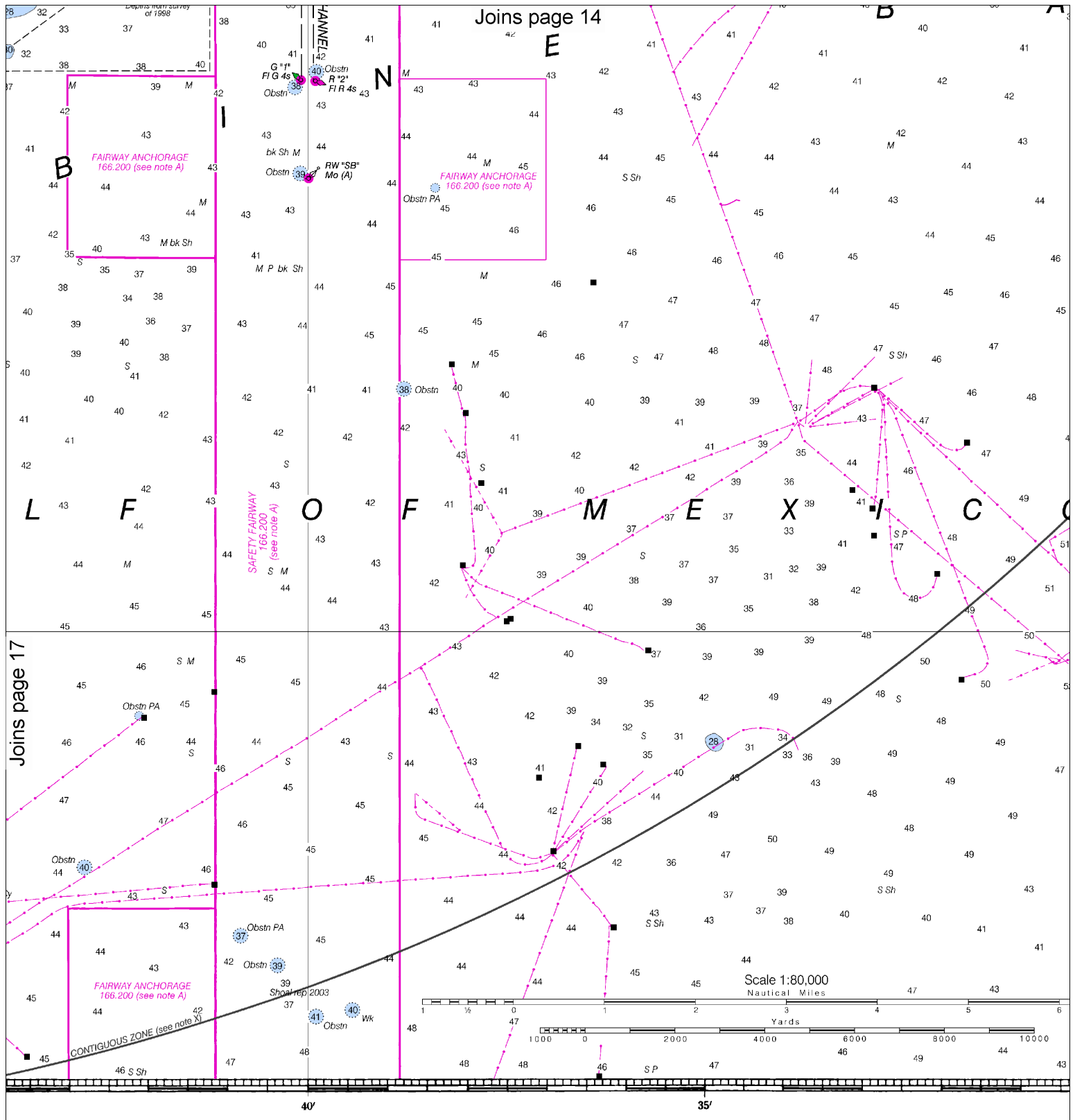
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



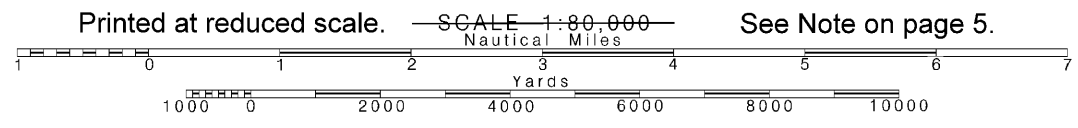


Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1
FEET	6
METERS	1 2 3

18

Note: Chart grid lines are aligned with true north.



See Note on page 5.



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

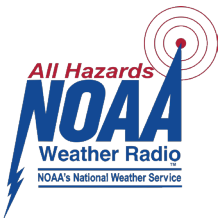
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

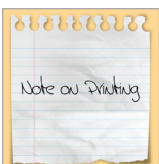
<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker